



Appendix H

Long-Term Strategies

1.0 Introduction

The major issues, concerns, and goals of the Horizon Boulevard corridor have been defined through extensive public involvement and analysis. Physical and operational projects, ranging from road widening to traffic signal optimization to complementary infrastructure, have been defined for short-, mid-, and long-term implementation. The vision for the future Horizon Boulevard (FM 1281) corridor, along with the process, projects, and implementation timeline are extensively documented in the Corridor Master Plan through its chapters and appendices.

This document outlines the long-term corridor management strategies required to achieve the larger vision for the corridor. These strategies go beyond the corridor improvement projects outlined in the Corridor Master Plan to address broader topics such as land use and access management that affect corridor operations and development. This document also identifies potential sources of funding for these long-term recommendations.

2.0 Long-Term Corridor Management Strategies

While land use decisions are outside of TxDOT's purview, this document recognizes that there is a strong connection between land use and transportation. As such, long-term strategies for corridor operations must deal not only with the corridor, but also with the surrounding land uses.

Coordination with Other Agencies

There are many entities that affect the land use and development in the region surrounding the corridor. Guidance on policy and regulatory approaches that support the local vision for the corridor will allow for stronger coordination efforts between these entities and TxDOT and promote the mobility goals of both the corridor and the El Paso region. The entities that affect the surrounding land use or other aspects that affect corridor operations include:

- Town of Horizon City
- City of Socorro
- City of El Paso
- County of El Paso
- Union Pacific Railroad
- Sun Metro Transit
- El Paso County Rural Transit
- Camino Real Regional Mobility Authority (CRRMA)
- El Paso Metropolitan Planning Organization (El Paso MPO)
- Socorro Independent School District (Socorro ISD)
- Emergency Services (El Paso County Emergency Services District #1, El Paso County Emergency Services District #2, Socorro Fire Department, Horizon Fire Department, Socorro Police Department, Horizon City Police Department, El Paso County Sheriff)

All of these entities were also involved in the development of the Horizon Boulevard Corridor Master Plan and their relevant planning documents were reviewed as part of the corridor master planning effort. These existing planning documents also recognize the land use-transportation connection and served as basis for the long-term corridor management strategies recommended in this document.

Better land use as a transportation strategy is noted in the 2013 *Plan El Paso* comprehensive plan. The 2013 *Plan El Paso* comprehensive plan and the complementary *El Paso Thoroughfare Plan* establish regional policies, priorities, and general guidance for complementary strategies, as shown in **Figure H.1**. The plans introduce concepts of urban design as it relates to transportation, illustrating the community’s vision for how transportation improvements such as the recommended Horizon Boulevard projects can be implemented and supported. The plan includes sections on urban design, a community design manual, and a reference to the Charter of the New Urbanism.

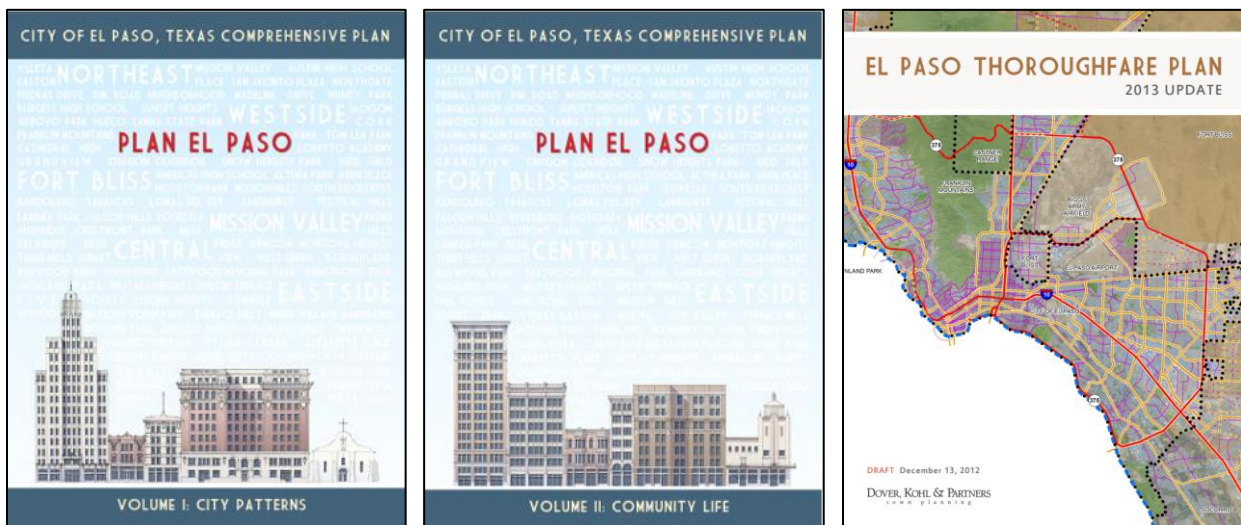


Figure H.1: Plan El Paso and the El Paso Thoroughfare Plan

An important element of the plan is the recognition that land use patterns in El Paso are currently auto-dominated, so an auto-dominated transportation network is not only appropriate but is absolutely necessary. However, the plan also outlines the goal for the region to balance its transportation options to become one of the “most walkable and transit-rich metropolitan areas in the country”. Obviously, transportation projects by themselves cannot achieve this goal. Projects must be supported by policies and must be extended through addressing long-term development and operational strategies to build towards the desired goals of meaningful transportation options within an efficient convenient multimodal transportation system.

Plan El Paso defines three types of areas based on their land use patterns: Compact Urban, Drivable Suburban, and Rural. These area types help city officials coordinate the city’s land-use planning with thoroughfare designs that are appropriate to their context and were taken into consideration when developing the policy guidance outlined in the next section. Plan El

Paso also identifies the land adjacent to Horizon Boulevard in between the boundaries of the City of Socorro and the Town of Horizon City as part of the 5-mile extraterritorial jurisdiction (ETJ) of the City of El Paso. Future land use for this area is designated as “Suburban”, “Remote”, and “Rural Settlement” with a small area of “Industrial” use as well.

The Horizon Boulevard corridor is defined in *Plan El Paso* as shown in **Figure H.2**. The land use types along the corridor vary from Drivable Suburban to Rural. Most Drivable Suburban areas will maintain a predominantly automobile-dependent development pattern; thoroughfares will still have sidewalks, and where travel speeds are higher, separate bike lanes.

Plan El Paso and the Thoroughfare Plan define Horizon Boulevard as a Principal Arterial. Their defined design standards for a Principal Arterial in the Drivable Suburban and Rural area types call for four to six lanes, target speeds of 45 mph and 55 mph, respectively, and bicycle and pedestrian facilities of wide sidewalks and separated paths.

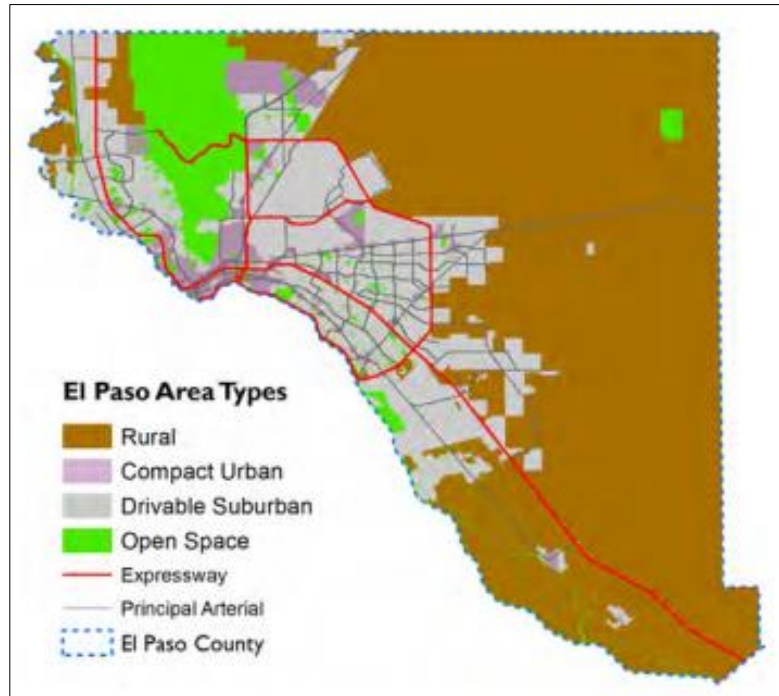
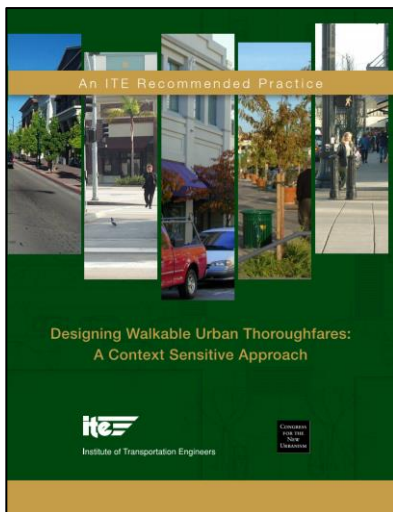


Figure H.2: Plan El Paso Area Types

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, published by the Institute for Transportation Engineers (ITE), is referenced by the city’s Design Standards for Construction and the city subdivision regulations. Also, this manual has been adopted by TxDOT. ITE recommended design parameters are being applied first to the defined Compact Urban areas on a trial basis, with implementation in other areas to follow.

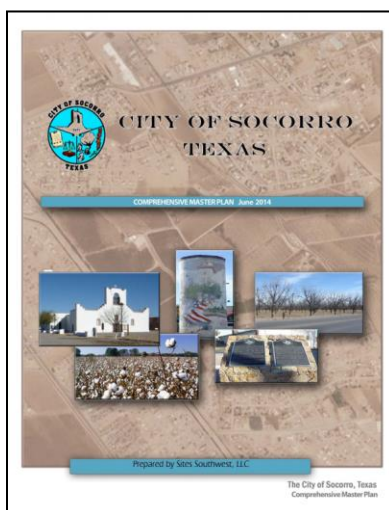
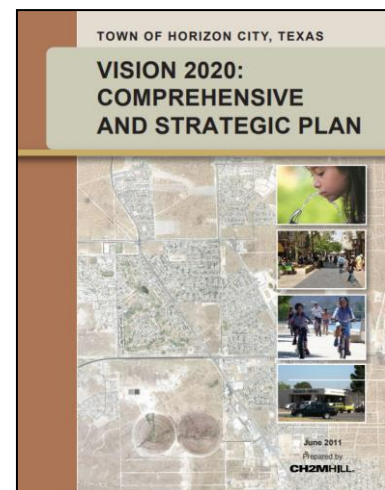


The ITE recommended design parameters include standards for narrow streets, lower speeds, and tighter turning radii, which have also been defined in the Corridor Master Plan in **Chapter 8 – Complementary Concepts**. The ITE manual also references different area types and tracks the appropriate street design elements for each of these transects.

Continued coordination with the City of Socorro and the Town of Horizon City will also be critical to advancing the strategies outlined in this document and ensuring that future land use along the corridor harmonizes with the transportation vision outlined in the Horizon Boulevard Corridor Master Plan.

Chapter 5 of the Corridor Master Plan identified planned development in both the City of Socorro and the Town of Horizon City during the document’s planning horizon. These developments are adjacent or in close proximity to the Horizon Boulevard corridor and are anticipated to generate additional traffic. Development primarily consists of residential subdivisions of varying density, though commercial and light industrial development is planned. Other developments in the Town of Horizon City include a new church and a proposed transit center. All of these developments will impact the corridor and it is critical that TxDOT continue to coordinate with these local governments and private developers.

The Town of Horizon City’s Comprehensive and Strategic Plan *Vision 2020* (2011) refers to Horizon Boulevard as a central business corridor and establishes that it is a principal arterial in the Thoroughfare Plan. Many of the long-term strategies for the corridor outlined in this document are coordinated with the Town’s vision for the corridor. *Vision 2020* calls for architectural continuity along the corridor and suggests the development of a Corridor Overlay District to establish uniform design elements along Horizon Boulevard. The plan also calls for improved street lighting, bicycle lanes, and improved pedestrian infrastructure (sidewalks, crosswalks, and traffic signals) to increase pedestrian and bicyclist mobility and safety. The plan also designates the intersection of Horizon Boulevard and Darrington Road as the “Town Center”. The Town Center should serve as a major transit stop for the community and is a prime location for cultural buildings and/or community gardens. The plan establishes that the majority of the land use south of the corridor will be multi-family residential and mixed-use.



The City of Socorro’s Comprehensive Master Plan (2014) also recognizes that Horizon Boulevard is a principal arterial and the main east-west connection in the city, providing residents access to Alameda Avenue (SH 20), North Loop Drive (FM 76), and I-10. The City points out that the intersection of Horizon Boulevard and North Loop Drive is the main commercial center for the city and calls for it to serve as the Town Center or “downtown core” for Socorro. The Town Center should be a center for retail and office space with high density housing with a major transit station to cut down on congestion. The city also calls for artistic gateways on Horizon Boulevard at the city limits to give the community a sense of place and improve wayfinding for the community. Other long-term

recommendations by the city that are supported in the Horizon Boulevard Corridor Master Plan include the provision for green infrastructure and landscaping along the corridor that help with drainage, provide tree canopy coverage to create shade for pedestrians, and are aesthetically pleasing. The plan also outlines regional and local trails along the corridor and encourages an interconnected network of trails, sidewalks, and bicycle pathways.

Recommended Long-Term Strategies

Table H.1: Recommended Long-Term Strategies

Long-Term Recommendation Area	Policies	Relevant Jurisdictions	Precedents
Access Management	Review driveway permitting and design standards and make access management design an integral part of platting and design review. All driveways along Horizon Boulevard should comply with the TxDOT Access Management Manual	TxDOT El Paso District, City of Socorro, City of El Paso, County of El Paso, Town of Horizon City	City of Fredericksburg Subdivision Ordinance Section 6:04 Access Management
	Driveways should be consolidated or closed where feasible to reduce potential for conflict between vehicles and between vehicles and pedestrians and bicyclists. This can include multiple strategies such as: <ul style="list-style-type: none"> ▪ Recommending the use of shared driveways where feasible and limiting the number of driveways for unified parcels ▪ Examine the possibility of right-in, right-out driveways ▪ Permitting shared driveways to straddle lot lines ▪ Promoting on-site vehicular connections to allow vehicle movement between sites without using main thoroughfare ▪ Encouraging access from a side street when possible 	TxDOT El Paso District, City of Socorro, City of El Paso, County of El Paso, Town of Horizon City	City of Fort Worth Transportation Engineering Manual, section 8.3: Access Design City of Forth Worth Access Management policy
	Driveway spacing should be according to TxDOT standards for posted speed limit along the corridor: <ul style="list-style-type: none"> ▪ ≥ 50 mph - 425 feet ▪ 45 mph - 360 feet 	TxDOT El Paso District, City of Socorro, City of El Paso, County of El Paso, Town of Horizon City	City of McKinney Engineering Design Manual, Table 2.7 (reference for frontage roads)
	Consider the development of a Corridor Management District and overlay zoning to coordinate, define strategies, and pursue funding and partnerships. This can help establish more focused access management guidelines	City of Socorro, Town of Horizon City	Grand Prairie, TX Unified Development Code Appendix F: Corridor Overlay District Standards

Long-Term Recommendation Area	Policies	Relevant Jurisdictions	Precedents
Traffic Operations	<p>To manage the traffic impacts from new developments along the corridor, shift the emphasis of Traffic Impact Analyses (TIAs) from individual developments to a more comprehensive review of the region</p>	<p>City of Socorro, City of El Paso, County of El Paso, Town of Horizon City, El Paso MPO</p>	<p>City of Fort Worth, TX, section 12.4.1.4 of Traffic Engineering manual mentions the possibility of considering other planned developments in the TIA</p>
	<p>Engineering and design safety strategies should be used along the side streets that intersect with the corridor to reduce speeding violations and improve safety for all road users. This includes:</p> <ul style="list-style-type: none"> ▪ Eliminating shoulders along the rural section of the corridor ▪ Eliminating or reconfiguring high-speed channelized right-turn bays ▪ Using physical measures such as curb extensions or medians to narrow travel lanes ▪ Use minimal or no offset between the outside travel lane and median curbs ▪ Implementing smaller curb radii ▪ Placing speed limit markings on the pavement ▪ Setting signal timing to moderate speed between intersections 	<p>TxDOT El Paso District, City of Socorro, City of El Paso, County of El Paso, Town of Horizon City, CRRMA, El Paso MPO, Emergency Services</p>	<p>The City of Weatherford, TX, Neighborhood Traffic Calming Program and Toolkit</p>
	<p>Intersection improvements should focus on pulling left turn movements away from the intersection to reduce the potential for conflict</p>	<p>TxDOT El Paso District, City of Socorro, City of El Paso, County of El Paso, Town of Horizon City, El Paso MPO</p>	<p>City of Fort Worth, TX Transportation Engineering Manual</p> <p>City of Fort Worth Access Management policy</p>
	<p>Discourage development such as cul-de-sacs and dead-end streets that rely on Horizon Boulevard for access</p>	<p>TxDOT El Paso District, City of Socorro, City of El Paso, County of El Paso</p>	<p>City of Austin Code of Ordinances, TITLE 25. - LAND DEVELOPMENT. CHAPTER 25-4. - SUBDIVISION. ARTICLE 3. -</p>

Long-Term Recommendation Area	Policies	Relevant Jurisdictions	Precedents
		Paso, Town of Horizon City	<p><u>PLATTING REQUIREMENTS. Division 2. - Streets.</u></p> <p>New cul-de-sac streets require city director approval. Land Use Commission approval is required for a dead-end street more than 2,000 feet long</p>
Urban Design	<p>Coordinate with the Town of Horizon City, the City of Socorro, the City of El Paso, and El Paso County to establish uniform design standards for all development along the corridor and promote visual continuity. Uniform design standards include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Building Setback requirements ▪ Lot Frontage requirements ▪ Signage requirements ▪ Parking lot design ▪ Lighting ▪ Standards for intersecting road types 	City of Socorro, City of El Paso, County of El Paso, Town of Horizon City	<p>Harker Heights Development Overlay District 1, The Knight's Way Corridor</p>
	<p>Partner with the City of Socorro and the Town of Horizon City to install gateway features, street signage, and other types of public art installations designed by local artists</p>	City of Socorro, Town of Horizon City	<p>Grand Prairie, TX Unified Development Code Appendix F: Corridor Overlay District Standards</p>
	<p>Install scale-appropriate lighting (pedestrian-scale versus vehicular-scale) along the corridor and establish a comprehensive lighting plan for the area around the corridor to promote nighttime safety</p>	TxDOT El Paso District, City of Socorro, City of El Paso, County of El Paso, Town of Horizon City	<p>Harker Heights Development Overlay District 1, The Knight's Way Corridor</p>
	<p>Plant native vegetation along the landscaped buffer between the vehicular travel way and shared use path to provide pedestrians and bicyclists benefits and improved drainage</p>	TxDOT El Paso District, City of Socorro, County of	<p>Harker Heights Development Overlay District 1, The Knight's Way Corridor</p>

Long-Term Recommendation Area	Policies	Relevant Jurisdictions	Precedents
	Regulate coordinated aesthetic treatments for adjacent properties to reduce visual clutter and help orientation	El Paso, Town of Horizon City TxDOT El Paso District, City of Socorro, Town of Horizon City, El Paso County, City of El Paso	Grand Prairie, TX Unified Development Code Appendix F: Corridor Overlay District Standards
Pedestrian and Multimodal Facilities	<p>Establish a network of Complete Streets that ensures that the region's transportation network meets the needs of all users (vehicles, transit, pedestrians, bicyclists, and freight). This may include:</p> <ul style="list-style-type: none"> ▪ Establishing a network of low-volume, shared mobility “Quiet Streets” that connect to the Horizon Boulevard Corridor ▪ Ensuring connectivity with existing bicycle and pedestrian paths in the region ▪ Identifying opportunities for multi-use trails and paths to supplement the existing pedestrian and bicycle network 	TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, CRRMA, El Paso MPO	Alamo area MPO Mobility 2045 Draft: Active Transportation Chapter
	Partner with the relevant regional entities to remove any physical barriers in the sidewalk, such as utility poles, vegetation, etc. and ensure that all sidewalks are compliant with the Americans with Disabilities Act (ADA)	TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, CRRMA, El Paso MPO	TxDOT ADA Goals El Paso ADA Transition Plan
	Encourage development to occur along existing and planned segments of the bicycle network	TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of	Houston Bike Plan

Long-Term Recommendation Area	Policies	Relevant Jurisdictions	Precedents
		El Paso, CRRMA, El Paso MPO	
	Where optimal street connectivity cannot be provided, non-motorized connections should be added to increase walking and bicycling trips. Business should be encouraged to remove any obstructions between neighboring sites to allow pedestrian connections between properties	TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso	Houston Regional Bike Pedestrian Connections to Transit (Houston, Texas)
	Partner with local agencies to implement wayfinding signage that highlights the existing bicycle and pedestrian network	TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, CRRMA, El Paso MPO	Monon Trail Wayfinding
	Encourage local governments to require that major commercial and residential development provide adequate sidewalks, bicycle parking and suitable areas for bus stops with bicycle storage	TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, CRRMA, El Paso MPO	Montgomery County Bicycle Parking Guidelines and ordinance

Long-Term Recommendation Area	Policies	Relevant Jurisdictions	Precedents
	<p>Implement various engineering, design, and operations changes that improve road safety for pedestrians, such as:</p> <ul style="list-style-type: none"> ▪ Install textured paving at crosswalks to emphasize pedestrian presence ▪ Install raised crosswalks to slows approaching traffic and provides a level area for pedestrians crossing the street ▪ Gradually decrease speed limits when approaching areas with high pedestrian traffic ▪ Install pedestrian-hybrid beacons at crosswalks without a traffic signal ▪ Consider installing "Creative Crosswalks", which are crosswalks that use colors and unique designs to attract driver's attention to a pedestrian crossing ▪ Consider installing Lead Pedestrian Intervals (LPIs) at all traffic signals, which gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. ▪ Install Accessible Pedestrian Signals, which provide an auditory alert to alert blind pedestrians that it is safe to cross the street 	<p>TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, CRRMA, Sun Metro, El Paso County Rural Transit</p>	<p>Dallas Complete Streets Manual</p> <p>Note: example of Accessible Pedestrian Signals along Guadalupe Street, near University of Texas</p>
	<p>Partner with local agencies and businesses to incentivize bicycle travel for commuting or short trips. This includes:</p> <ul style="list-style-type: none"> ▪ Encourage businesses to provide bicycle parking and other support facilities (such as showers or lockers in office spaces) ▪ Celebrating National "Bike to Work" Day ▪ Increase awareness of bicycle options through public events, public service announcements, educational materials, etc. ▪ Support the implementation of a one-time or regular "ciclovía" events, which involve temporarily closing of 	<p>TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso</p>	<p>Bike to Work Month events in Dallas-Fort Worth (NCTCOG)</p>

Long-Term Recommendation Area	Policies	Relevant Jurisdictions	Precedents
	<p>certain streets to automobiles for cyclists and pedestrians.</p>		
	<p>Partner with local Safe Routes to School programs to coordinate projects that increase pedestrian and bicyclist connections in the region.</p>	<p>TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, Socorro ISD, El Paso MPO</p>	<p>City of Austin Safe Routes to School initiatives</p>
	<p>Work with law enforcement agencies in the community to increase awareness of bicycle safety laws and issues and increase enforcement of unsafe driving behaviors that threaten bicyclist and pedestrian safety</p>	<p>TxDOT El Paso District, Emergency Services</p>	<p>City of Austin Police Department Video on Safe Passing</p>
<p>Transit</p>	<p>Establish a network of Complete Streets that ensures that the region's transportation network meets the needs of all users (vehicles, transit, pedestrians, bicyclists, and freight). This includes partnering with the local transit agencies to:</p> <ul style="list-style-type: none"> ▪ Identify corridor locations for additional transit stops ▪ Support the development of additional transit routes ▪ Ensure that the installation of new pedestrian and bicycle infrastructure is prioritized in areas where there are critical transit connections 	<p>TxDOT El Paso District, Sun Metro, El Paso County Rural Transit, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, CRRMA, EL Paso MPO</p>	<p>Houston Bike Plan</p>
	<p>All bus shelters should be safe, comfortable, and attractive. This means that bus shelters should:</p> <ul style="list-style-type: none"> ▪ Ensure that transit users are protected from the elements such as sun, rain, and wind ▪ Provide comfortable seating options and be wheelchair accessible ▪ Have appropriate lighting and wayfinding signage ▪ Provide adequate bicycle storage 	<p>TxDOT El Paso District, Sun Metro, El Paso County Rural Transit, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, CRRMA, EL Paso MPO</p>	<p>TRB Guidelines for the Location and Design of Bus Stops</p>

Long-Term Recommendation Area	Policies	Relevant Jurisdictions	Precedents
	<ul style="list-style-type: none"> Be located near signalized crosswalks or crosswalks with a Pedestrian Hybrid Beacon to ensure safe pedestrian connections 		
	<p>Encourage the installation of bus pullouts along transit routes, which reduce vehicle queuing, travel delay, and rear-end traffic collisions caused by buses stopping within travel lanes</p>	<p>TxDOT El Paso District, Sun Metro, El Paso County Rural Transit, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, CRRMA, EL Paso MPO</p>	<p>City of Austin, Dean Keaton Street between Dancy St and Lafayette St, north side</p>
	<p>Consider implementing "transit-only" or transit priority lanes along routes with high transit ridership, improving reliability and travel time</p>	<p>TxDOT El Paso District, Sun Metro, El Paso County Rural Transit, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, CRRMA, EL Paso MPO</p>	<p>City of Austin, transit lanes on Guadalupe and Lavaca streets downtown (between Cesar Chavez Street and Martin Luther King Jr. Boulevard) accommodate MetroRapid, Capital Metro's Bus Rapid Transit</p>
	<p>Consider modifying traffic signals along key transit routes to prioritize transit movement through an intersection, improving reliability and travel time</p>	<p>TxDOT El Paso District, Sun Metro, El Paso County Rural Transit, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso, CRRMA, EL Paso MPO</p>	<p>The City of Austin's transit priority lanes are complemented by transit queue jumps, at Martin Luther King Jr. Boulevard and Lavaca Street (2016), North Lamar Boulevard at the Crestview MetroRail Station (2011) and the Republic Square Park transit station (2015).</p>

Long-Term Recommendation Area	Policies	Relevant Jurisdictions	Precedents
Intelligent Transportation Systems (ITS)	Connect all ITS elements to the TransVista Travel Management Center and expand connection capability to other agencies	TxDOT El Paso District, City of El Paso, Emergency Services, Sun Metro, El Paso County Rural Transit	City of Dallas Intelligent Transportation Systems Plan
	Coordinate with Emergency Services to implement a Next Gen 911 system	TxDOT El Paso District, Emergency Services	Capital Area Council of Government's Emergency Communications District 911 System
	Examine the potential implementation of a corridor specific traveler information system	TxDOT El Paso District, Emergency Services	TTI and TxDOT's Traveler Information System on I-35 from Hillsboro to Salado
	Implement a Smart Work Zone Safety System to alert motorists about the ongoing changes on a roadway and protect construction workers	TxDOT El Paso District, Emergency Services	TxDOT's Smart Work Zone Guidelines
Railroad Management	Coordinate with the City of Socorro and the Union Pacific Railroad to implement an overpass over the Union Pacific Railroad, which will remove the possibility of collisions between freight trains and other corridor users as well as ensure that passing freight trains will not impede emergency vehicles accessing the corridor during an emergency event	City of Socorro, Union Pacific Railroad	Lockhart, TX: overpass will be built over the Union Pacific railroad track with an adjoining frontage road, which will run from Flores Street to Cemetery Street
Drainage	Incorporate green infrastructure design and other natural, sustainable storm water management practices where feasible, including any landscaping used to buffer vehicles from pedestrians and bicyclists along the corridor	City of Socorro, Town of Horizon City, County of El Paso, Paseo del Este MUDs	The Green at College Park – Arlington College Town, Arlington, Texas Thomasson Square, Mesquite, Texas
	Encourage low impact development to minimize impervious cover along the corridor	TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso	Integrated System of Stormwater Management (ISWM) Note: Drainage Criteria Manuals of fifty-three (53) communities

Long-Term Recommendation Area	Policies	Relevant Jurisdictions	Precedents
			were reviewed and compared to eight (8) iSWM Design Criteria
	Encourage the development of an interconnected network of parks, arroyos, and native vegetation to direct stormwater.	TxDOT El Paso District, City of Socorro, Town of Horizon City, City of El Paso, County of El Paso	Elm Fork Athletic Complex
	Cooperate with local agencies in regional stormwater planning	El Paso Water, City of El Paso, City of Socorro, Town of Horizon City, El Paso County, Paseo del Este MUDs	Regional Stormwater Management Program in San Antonio, TX – Tied for 1 st place among Texas cities by Environment Texas’ “Texas Stormwater Scorecard 2020”
	Encourage local governments to pursue LEED for Cities and LEED for Communities certifications	City of El Paso, City of Socorro, Town of Horizon City	Corinth, TX LEED City Certification
	Evaluate projects using the Greenroads Rating System to promote sustainability and reduce environmental impact	City of El Paso, City of Socorro, Town of Horizon City, El Paso County, El Paso MPO, CRRMA	TxDOT’s SH288 Toll Lanes Project in Houston, TX – Greenroads Pilot Project

3.0 Potential Funding Sources

Funding for long-term recommendations and improvements can be found from a variety of sources. A matrix of possible funding sources based on strategy type can be found at the end of this section in **Table H-2**. Funding possibilities for the recommendations and improvements outlined in this document and in the Corridor Master Plan include:

TxDOT's Unified Transportation Plan (UTP)

[TxDOT's Unified Transportation Plan \(UTP\)](#) is a ten-year plan that guides the development of transportation work across the state. The UTP authorizes the distributions of construction dollars expected to be available over the UTP timeframe. Funds are distributed across twelve funding categories intended to address a specific type of project or range of eligible activities. Funding for the UTP funding categories comes from federal funds (federal Highway Trust Fund), the Traditional State Highway Fund, Proposition 1 and Propositions 7 funds, and other state funds. Usually funding in each UTP category comes from a mix of the funding sources, though some federal program dollars can only be used toward certain UTP categories, such as Congestion Mitigation and Air Quality (CMAQ).

UTP Categories that have been identified for projects and long-term strategies related to the Horizon Boulevard Corridor Master Plan are listed below. The descriptions for these funding categories come from the [2020 UTP](#):

- Category 2: Metropolitan and Urban Corridor Area Projects - Metropolitan (2M): Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.
- Category 5: Congestion Mitigation and Air Quality Improvement (CMAQ): Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Non-attainment areas are designated by the federal Environmental Protection Agency (EPA). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles. Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure. TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity.
- Category 6: Structures Replacement and Rehabilitation (Bridge) - Railroad Grade Separation: Category 6 addresses bridge improvements through several sub-programs. The Railroad Grade Separation program provides for the elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.

- Category 7: Metropolitan Mobility and Rehabilitation: Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector. Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.
- Category 8: Safety – Highway Safety Improvement Program (HSIP), Systemic Widening Program, Federal Railway Set-Aside, and Road to Zero (RTZ): Category 8 addresses highway safety improvements through various sub-programs.
 - Highway Safety Improvement Program (HSIP): Safety-related projects on and off the state highway system. Includes High Risk Rural Raods projects.
 - Systemic Widening Program: Roadway widening projects on the state highway system
 - Federal Railway Set-Aside: Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and crashes at public at-grade crossings.
 - Road to Zero (RTZ): Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.
- Category 9: Transportation Alternatives Set-Aside Program: Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:
 - Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.
 - Construction of infrastructure-related projects that provide safe routes for non-drivers.
 - Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other nonmotorized transportation users.
 - Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school.
- Category 10: Supplemental Transportation Programs – Coordinated Border Infrastrcture (CBI), Green Ribbon Program, Americans with Disabilities Act (ADA), and Landscape Incentive Awards: Category 10 addresses a variety of transportation improvements through various sub-programs.
 - Coordinated Border Infrastructure (CBI): Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.
 - Green Ribbon Program: Projects to plant trees and other landscaping to help
 - mitigate the effects of air pollution in air quality nonattainment or near non-attainment counties.
 - Americans with Disabilities Act (ADA): Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.

- Landscape Incentive Awards: Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.
- Category 11: District Discretionary – District Discretionary and Border Infrastructure Rider 11(b): Category 11 addresses TxDOT district transportation needs through various sub-programs. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).
 - District Discretionary: Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. Funds from this program should not be used for right of way acquisition.
 - Border Infrastructure Rider 11(b): Funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within fifty miles of a port of entry. Federal funds designated for border state infrastructure follow project selection guidelines outlined under the CBI program (Category 10).
- Category 12: Strategic Priority: Category 12 addresses projects with specific importance to the state, including those that improve:
 - Congestion and connectivity
 - Economic opportunity
 - Energy sector access
 - Border and port connectivity
 - Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report
 - The ability to respond to both man-made and natural emergencies

Federal Programs

Federal sources of funding that are separate from the funding provided in the TxDOT UTP funding categories include:

- Section 130: The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 program funds are eligible for projects at all public crossings including roadways, bike trails and pedestrian paths. Fifty percent of a State's apportionment under 23 USC 130(e) is dedicated for the installation of protective devices at crossings. The remainder of the funds apportionment can be used for any hazard elimination project, including protective devices. The FAST Act extends eligibility to include projects at grade crossings to eliminate hazards posed by blocked crossings due to idling trains.
- Section 5307: The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to area transit providers for transit capital and operating assistance in urbanized areas and for transportation-related planning. Federal share

for this grant program cannot exceed 80 percent of the net project cost for capital expenditures.

- [Section 5311](#): The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to public transportation in rural areas with populations of less than 50,000.

Other State and Local Funding Sources

Other potential sources of state and local funding for projects and long-term strategies related to the Horizon Boulevard Corridor Master Plan include:

- [Texas Parks and Wildlife Department \(TPWD\) National Recreational Trails Fund](#): TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors. Funds cover eighty percent of project cost with a maximum award of \$200,000 for non-motorized trail grants.
- [Camino Real Regional Mobility Authority \(CRRMA\)](#): The CRRMA is a political division in the state of Texas that develops and builds infrastructure in the El Paso region to address transportation issues. The CRRMA funds projects that include, but are not limited to: highways, rail facilities, parking facilities, certain roadways, ferries and airports, pedestrian and bicycle paths, intermodal hubs, international crossings and mass transit systems. CRRMA can issue bonds, enter into Comprehensive Development Agreements (CDAs), acquire or condemn property, and collect tolls and fares.
- [Sun Metro and El Paso County Rural Transit](#): Funds from Sun Metro and El Paso County Rural Transit come from contributions from the communities within their service areas, ridership fares, and grants from the Federal Transit Administration and the state. Sun Metro also has some revenue from advertisement sales.
- [County of El Paso, City of Socorro, and Town of Horizon City](#): General funds and capital project funds typically come from revenue generated by property taxes, sales taxes, user fees, and other sources of funding.

Table H.2: Long-Term Recommended Strategies Funding Matrix

Funding Source		Access Management	Traffic Operations	Urban Design	Long-Term Concept Pedestrian and Multimodal Facilities	Transit	Intelligent Transportation Systems (ITS)	Railroad Management	Drainage
Texas Parks and Wildlife Department (TPWD)	National Recreational Trails Fund				✓				
TxDOT Unified Transportation Program (UTP)	Category 2: Metropolitan and Urban Corridor Area Projects	✓	✓	✓			✓		
	Category 5: Congestion Mitigation and Air Quality Improvement (CMAQ)		✓	✓	✓	✓	✓		✓
	Category 6: Structures Replacement and Rehabilitation (Bridge) - Railroad Grade Separation							✓	
	Category 7: Metropolitan Mobility and Rehabilitation	✓	✓	✓	✓		✓		
	Category 8: Safety	✓	✓	✓	✓	✓	✓	✓	✓
	Category 9: Transportation Alternatives Set-Asides			✓	✓	✓			✓
	Category 10: Supplemental Transportation Programs		✓	✓	✓	✓			✓
	Category 11: District Discretionary	✓	✓	✓	✓	✓	✓	✓	✓
	Category 12: Strategic Priority	✓	✓	✓	✓	✓	✓	✓	✓
Federal Highway Administration	Section 130							✓	
Federal Transit Administration	Section 5307				✓	✓			
	Section 5311				✓	✓			
Local Funding Sources	Camino Real Regional Mobility Authority (CRRMA)	✓	✓	✓	✓	✓	✓		
	City of Socorro	✓	✓	✓	✓	✓	✓		✓
	Town of Horizon City	✓	✓	✓	✓	✓	✓		✓